

ATTACHMENT #1

Idaho Senate Transportation Committee

January 28, 2020 at 1:30 p.m. in WW53, Idaho State Capitol

Presentation by the Pacific NorthWest Economic Region (PNWER)

- Bruce Agnew, PNWER Transportation Co-Chair and
- Brandon Hardenbrook, COO, PNWER

“TRANSPORTATION AND INFRASTRUCTURE BRIEFING”



*Pacific NorthWest
Economic Region*

Transportation & Infrastructure Briefing

Idaho Senate Transportation Committee | Jan 28, 2020



Pacific NorthWest Economic Region

PNWER is a statutory, public-private partnership chartered in 1991 by the U.S. States of Alaska, Washington, Idaho, Montana, Oregon and the Canadian Provinces of British Columbia, Alberta, Saskatchewan and the Yukon and Northwest Territories.

The Region has a GDP of over \$1 Trillion, with a population of 24.4 Million people, making it the 13th Largest Economy in the world

Idaho – The crossroad state and gateway to international markets



Unmanned Aerial Systems (UAS) Project

- PNWER and Center for Disaster Resilience (CRDR) awarded DHS National Infrastructure Protection Plan (NIPP) Security and Resilience Challenge grants for critical infrastructure in 2017 and 2019.
- 2017 Project
 - Focused on using drones for rapid damage assessment of critical infrastructure. Partnered with Northeastern University to develop and test new technologies for drones.
- 2019 Project
 - Expanded on 2017 project. Focused on using drones for rapid inspection of critical infrastructures to establish better situational awareness and common operating picture post-disaster.
 - Worked with ID, MT, OR, & WA assessing each state's public and private sector use of drones and opportunities to collaborate and better coordinate public-private sector drone use
 - Conducted drill on using drones for damage inspection, with WA National Guard, Olympic Pipeline, and WA state emergency managers simulating a disaster and how to share live video feed and photos to EOC.



Outcomes and Key Recommendations

- 1) **Establish a statewide UAS Coordinator position to help state & local agencies and private sector stakeholders collaborate on policy and UAS use**
 - No PNWER state currently has a UAS coordinator. Idaho currently has a bill to fund a new position to help state agencies coordinate with local government and private sector stakeholders on UAS policy and use.
- 2) **Develop a standardized process for using drones for situational awareness of critical infrastructures for emergency managers and operations centers during disasters.**
- 3) **Create UAS users groups in states and the region that includes both public and private sector drone users.**



Transportation & Infrastructure Working Group

Dedicated to improving the infrastructure of our major corridors and gateways, with a special interest on border infrastructure.

Co-chairs: Senator Chuck Winder, Idaho, & Bruce Agnew, Director, ACES NW Cascadia Center & ACES NW Network



Idaho & Producer Economics

- Many commodities from the PNWER region are both fungible and priced on a national or world market.
- Producer pays the freight cost directly, or it is deducted from the proceeds.
- Idaho products require robust trade corridors, including air, marine, road and rail to global markets



Key Issues

- Market Access & Rail Infrastructure
- Oil Train Safety
- Autonomous, Connected, Electric, Shared Mobility
- Infrastructure Finance
- Permit Reform
- Agriculture Market Access
- Cascadia Innovation Corridor – High Speed Rail & Harbor to Harbor Air Service
- Truck Size & Weight Harmonization

PNWER in Idaho: PNWER has played an active role in addressing transportation issues across Idaho.

Key Players

- BNSF Railway
- Union Pacific Railroad
- Short haul rail lines
- Sandpoint Connector / Great Northern Corridor
- Port of Lewiston Snake-Columbia River Trade and Tourism





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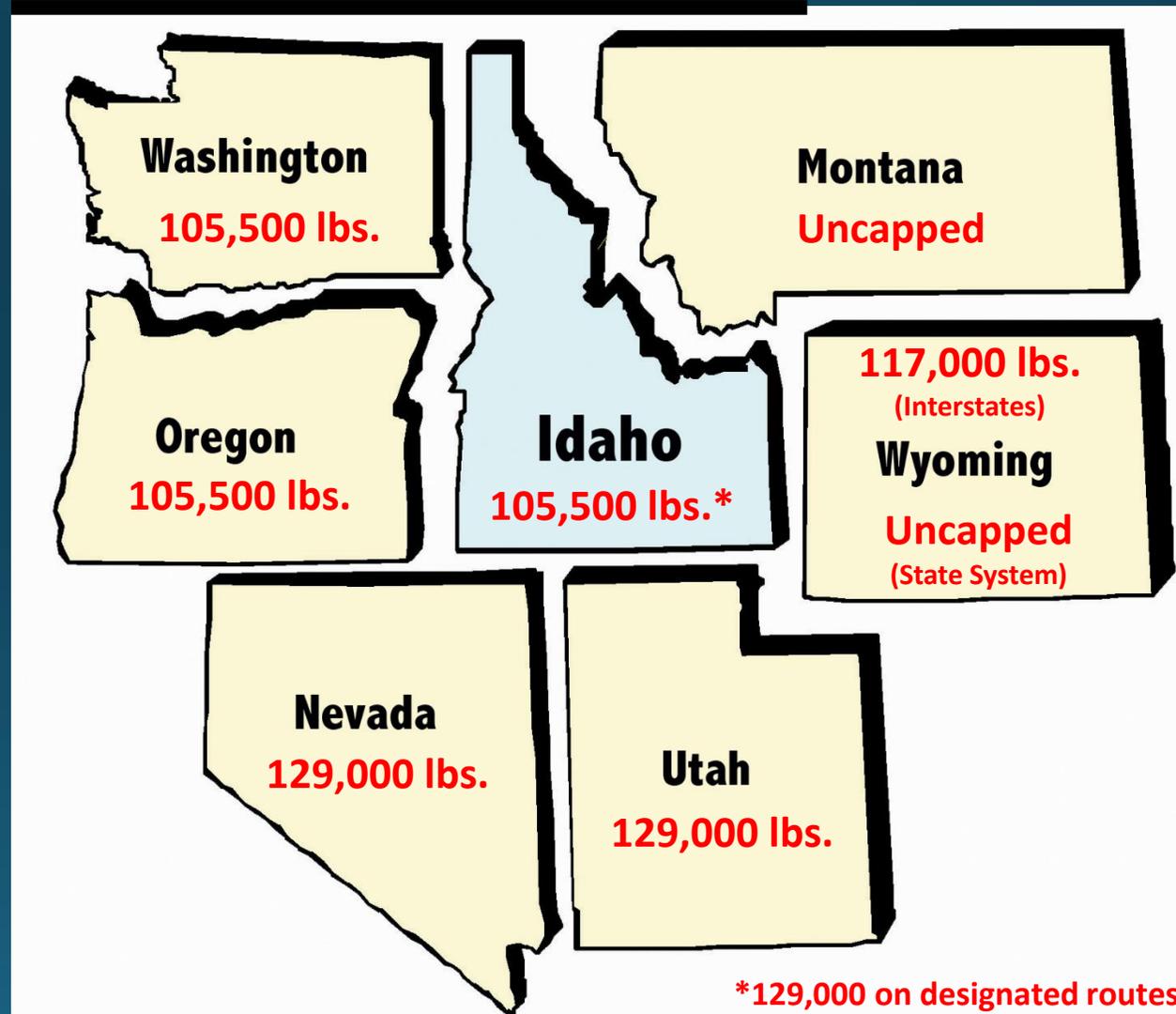
Truck Size and Weights

IDAHO – a leader in western state transportation departments

Maximum Truck Size & Weight (lbs)

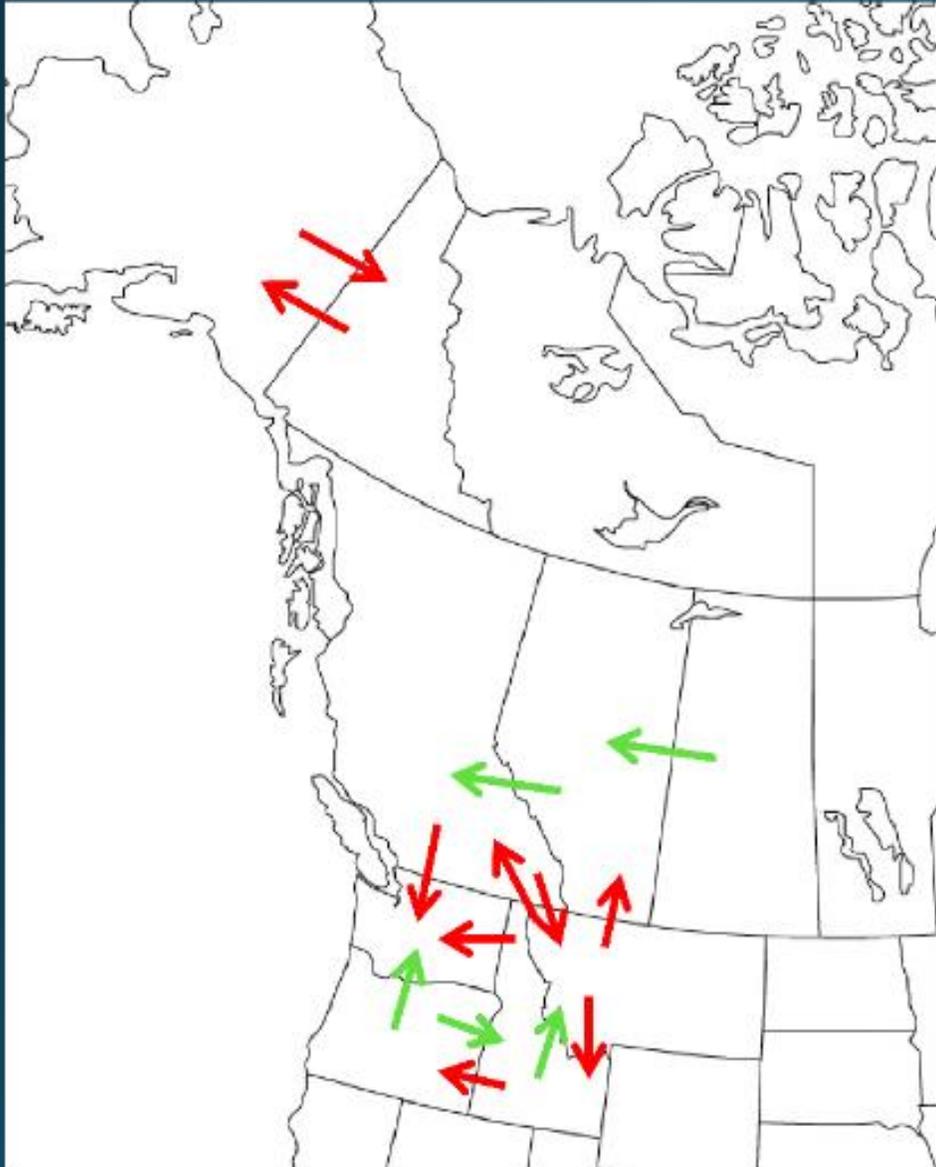
British Columbia **140,000 lbs. (B Train)**

Alberta **140,000 lbs. (B Train)**



Slide Credit:
Jerry Whitehead, PNWER
Annual Summit, 2014

PNWER Barriers



- Not OK to transit
- OK to transit

Differing truck size and weight measures is a significant drag on the potential profits of commodity producers.

This slide addresses the jurisdictions' most efficient vehicles only.

Why is Highway Transportation so Important?



**All barge and rail loads
must be hauled by trucks
at some point.**

Port of Lewiston

Slide Credit:

Jerry Whitehead, PNWER
Annual Summit, 2014

Recommendations

- Identify high volume destinations and appropriate routes for harmonization opportunities.
- Address “other” harmonization issues...flags, escorts, lights, signs.

Next Steps

- Convene discussions and information sharing with NW Transportation Committee Chairs
- Engage private sector
- Seek federal support





Rail Routes

- No direct container service in Idaho
- No lines connecting North and Southern Idaho
- UP, BNSF, and short haul rail companies key Idaho connectors to international markets

Slide Credit:
Jerry Whitehead,
PNWER Annual Summit, 2014



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*Automated, Electric, Connected,
Shared Mobility*

Automated, Electric, Connected, Shared Mobility

(including mining, i.e. Hecla autonomous machines)



ACES: Rapid technological advances with implications on driver workforce, electric grid, productivity, safety



Idaho Autonomous Vehicle working group presented at PNWER in Spokane, WA (2018)



Idaho proposal for session on autonomous vehicles and mining (Hecla project), agriculture, and new trucking technologies at Summit July, 2020



PNWER facilitates information – sharing between innovators, traditional private sector, and legislators



Agriculture Technology (Precision Farming)





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Let's Build Big Things Together

PNWER Annual Summit | Big Sky, Montana 2020

Federal Engagement

FAST Act of 2015 – Sec. 1441 authorized \$12 Million competitive grant program for **Regional Infrastructure Accelerator Demonstration Program**

We did it! PNWER worked with Congressional leadership to secure funding appropriation for the Demonstration Program, which was authorized at \$5 million for 2020. This will help us work to address rural areas and small states infrastructure needs.



Demonstration Center Objectives:

- Support the streamlining of federal permit reform process
- Assist states and municipalities in accessing existing funding sources
- Provide a 'Center of Excellence' to enable states to assess potential of innovative financing for proposed projects
- Support the alignment of multi-state regulations for cross border infrastructure projects
- Promote bi-lateral, multi-state and multi-use corridors

Potential Idaho projects:

- Columbia Snake River
- Great Northern Corridor
- Sandpoint Connector & Grade Separation projects
- Interstate Highway Reconstruction Modernization
- Rural Broadband

More information will be available at our Big Sky, MT Summit in July 2020!

PNWER Annual Summit | July 19 – 23, 2020

Big Sky, MT

USDOT R.O.U.T.E.S (Rural Opportunities to Use Transportation for Economic Success)

- 19% of Americans live in rural areas, but 69% of America's total lane miles are in rural areas

FAST – 41 of Federal '15 Transportation Program

- Federal permitting council to oversee expedited permitting for major infrastructure

One Stop Shop Executive Level Oversight and Dispute Resolution

- Alex Herrgott, Federal Permitting Improvement Steering Council (FPISC) Executive Director, to speak at Big Sky

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PACIFIC NORTHWEST ECONOMIC REGION'S 30TH ANNUAL SUMMIT

BIG SKY, MONTANA | JULY 19 -23, 2020

***Promoting U.S. - Canada
Regional Collaboration***

